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20th Century Vehicles.

Our buyer, who left here in December, purchased for
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Whips and Lamps to be found in the United States.



They have just arrived and the exhibit
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with the latest inventions; rubber
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Glad to have you call at
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We also carry a full line of all parts pertaining to a
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HONOLULU, H. T.

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Horsemen

Wilbur's White Hock Roof Packing

A natural rock that will absorb four times its weight of water, making
a soft, yellow paste. It is cold and moist to the sole and frog of the foot,
replaces the natural moisture and penetrates into the foot, making it soft,
tough and healthy.

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For horses off their feed or in poor, thin condition that needs improv-
ing. One pound lasts a horse sixteen days if fed according to directions.

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Wilbur's Horse Remedies

Manufacturing Harness Co.

Importers and Manufacturers of

Fine High Grade Harness

Large assortment on hand and made to order.

CORNER FORT AND KING STREETS.

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wise people

who really understand

what good whiskey is, invariably order

Greenwood

a pure old fashioned

Kentucky Sour Mash

Aged in Wood.

Distilled from selected grain

H. Hackfeld & Co., Ltd.

Gen'l Agents, Honolulu

FONTELLA

Largest, Best and Most Satisfactory

CIGAR

Sold in America.

A Long Smoke for a Nick e

ON SALE AT

Hawaiian Tobacco Co.'s Stores,

SEA AND SHORE

TILL the stormy weather continues
and steamers arriving from the
other Islands tell tales of experi-
ences with the elements which are
not often heard in these parts.
Many persons booked for passage on
the Mauna Loa had expected that she
would sail at 8 o'clock yesterday morn-
ing for Lahaina, Maalaea, Kona and
Kau ports, but they were doomed to
disappointment. Four or five times has
the departure of the Mauna Loa now
been postponed; now she is on the
boards to get away today at 8 a. m.
Reports of rough weather on the
windward Islands brought by the
steamer Ke Au Hou and the uncertain-
ty as to when the storm is likely to
cease has resulted in the tying up of
the Mauna Loa in this port, much to
the inconvenience of her prospective
passengers. There were a great many
people on the Inter-Island wharf at the
time that the steamer was supposed to
leave for Hawaii and they anxiously
awaited the decision of President Ena
of the Inter-Island Company, Captain
Simerson of the Mauna Loa and Cap-
tain Haglund, who were consulting as
to the advisability of allowing the boat
to sail. There was much disappoint-
ment when it was announced that the
Mauna Loa would not sail until today.
Captain Simerson, however, believed
that it would be wiser to wait; no good
could be accomplished by taking the
vessel out in the storm and a great
deal of harm might result. He was
very certain that it would be impos-
sible to approach Lahaina and he would
have left Maui out altogether and taken
the Mauna Loa direct to Kona.
According to the latest reports the
steamer Kinau of Wilder's line was in
Hilo. She was to have sailed from that
port yesterday and is expected to ar-
rive here some time today. It is said
that the Kinau left out the Island of
Maui on the upward run and that she
transferred passengers for Maui to the
Claudine. The route of the latter
steamer is on the side of the Island
which is generally the smoother during
stormy weather from the south.
The steamers Kinau, Claudine and
Lehua are all expected to arrive to-
day.

Mariposa for the Coast.

At 10 o'clock this morning the Oceanic
steamship Mariposa, Captain Rennie,
sailed for San Francisco from the Oceanic
wharf. There are a great many people
going to the Coast and Berger's
band will be on hand to give them a
send-off. The bookings for the Mari-
posa up to a late hour last night were
as follows: Miss Harriet Levers, Mr.
and Mrs. Robt. Levers, Mrs. J. H.
Craig and two children, J. H. Payne,
W. E. Ransome, Miss M. E. Kilean,
Mrs. Augustine, Mrs. Fulcher and
daughter, A. Jacobs, H. Kimball and
wife, E. B. Beard, Mrs. W. A. Hardy,
J. E. Miller, A. M. Harrison and wife,
C. F. Herrek, wife and son, C. F. Solo-
mon, E. A. von Arnim, James Doyle
and wife, J. F. Pearce and wife, R. S.
Rawlings, Miss Meade, Miss Schwarz,
Mrs. Crosby, Miss Chauslor, Miss
Briggs, Mr. Palumbo, Dr. C. Shoreman,
wife and child, Miss Ana Lenaghan,
Miss Hannah Johnson, H. V. Reeves,
R. A. Perry and wife, Edward Brown
and wife, L. R. Crawford, Mr. Sween-
ey, W. C. Eldred, Messrs. Tyrell and
Bower, B. W. Ripley and wife, Theo-
dore Holzhausen and wife, Miss Cap-
tain Matthias, Miss P. T. Hossack, E.
Kennally, F. R. Webber and wife.

Deals With the Pilots.

SACRAMENTO, Jan. 25.—In the Senate
today Senator Maggard of Te-
hama introduced a bill proposing that
the San Francisco Board of Pilot
Commissioners be abolished and pro-
viding a series of radical changes in
the pay and charges of pilots. It pro-
vides that the control of the pilots
shall be placed in the hands of the
State Board of Harbor Commission-
ers, which is authorized to appoint a
single Pilot Commissioner.
The bill provides by amending section
368 of the Political Code in such man-
ner as to take the appointment of Pi-
lot Commissioners for the harbors of
San Francisco, Mare Island, Vallejo
and Benicia out of the hands of the
Governor. It is then provided that the
State Board of Harbor Commissioners
shall appoint one Pilot Commissioner
for the four ports named, and one sec-
retary. The Commissioner must be a
shipmaster or nautical man, and shall
hold office during the pleasure of the
Harbor Commissioners. The Commis-
sioner is directed to examine and re-
cense not less than ten nor more than
twenty pilots for the port of San
Francisco, and not more than two pi-
lots for the ports of Mare Island, Val-
lejo and Benicia. He is also directed
to issue licenses as special pilots to
the masters and mates of American
vessels.
The section reducing and fixing sal-
aries reads as follows:
"Every general pilot of the harbors
of San Francisco, Mare Island, Val-
lejo and Benicia must render an ac-
count each day, and all vessels to
which or for which he has rendered
services and the pilotage therefor must
be charged up and collected by the
said Commissioner, who shall deposit
the same with the State Treasurer.
The Commissioner shall draw by war-
rant upon the State Treasurer for the
necessary expenses of the pilots' boats
and office expenses, not to exceed \$200
per month salary for each general pi-
lot licensed and actually rendering
services that produces an income equal
to such salary; \$200 per month salary
for the Commissioner, \$100 per month
salary for the secretary, \$40 per month
for rent and sundries, and \$400 per
month for the use, maintenance and
repair of each pilot boat in actual
service, not to exceed four. Any sur-
plus remaining shall go to the State
public school fund."
The bill provides that all vessels of
under 500 tons shall pay \$3 per foot
draught and 2 cents per ton on her
net registered measurement. Where
vessels are spoken inside the bar the
rates are cut 50 per cent. Any vessel,
the master or mate of which holds a
special pilot's license, or that is in tow
of a steam vessel, the master of which
holds a special license, and all vessels
engaged in whaling and fishing are
exempt. No provision is made for ves-
sels of over 500 tons, but that is un-
derstood to be an oversight that will
be rectified by amendment. The bill
imposes the usual conditions as to
the qualifications of pilots and their re-
moval for misconduct. The bill also
authorizes the appointment by the

Governor of a board of three Pilot
Commissioners for Humboldt Bay and
bar.
Eddie Conroy, secretary of the San
Francisco Pilot Commissioners, who is
here, denounces the bill as a "cinch"
measure. He points out the losses
sustained by the pilots through the an-
nexation of Hawaii and the sinking of
the pilot schooner Bonita, and declares
that all of the commercial interests of
San Francisco are perfectly satisfied
with the present charges.
The World's Navies.
Thirty-seven British naval vessels
have received or about to be fitted
with wireless telegraph apparatus, the
principal system used being the Mar-
coni.
Two vessels are to be laid down in
Japanese drydocks — a second-class
cruiser at Kure and a third-class
cruiser at Yokosuka. The material has
been ordered from England.
Five vessels have been struck off the
expensive list of the Italian navy,
namely: Torpedo-gunboat Folgore,
built in 1886; Maria Adelaide and Vi-
ctoria Emanuel, training ships, built of
wood in 1859 and 1856; the Palestro,
ironclad, built in 1872, and the Conte de
Cavour, an iron ship transport about
thirty years old.
An illustration of the loss of speed
of a vessel due to foul bottom is shown
in the trials of the British cruisers
Pioneer and Pandora. The trials in
both cases extended over thirty hours.
The Pioneer with foul bottom making
3.3 average speed of 3.3 knots, while the
Pandora with clean bottom realized 16.7 knots
on 3638 horsepower.
The London Times of December 27
last stated that the Russian armored
cruiser Gromoboy was at Devonport
dockyard and was "taking on." During
the same period the Russian vessel, 10,
000 tons of coal." The Gromoboy is of
12,335 tons displacement, with a nor-
mal coal capacity of 2500 tons, and the
extra supply must not alone make the
living quarters somewhat contracted,
but also bring the ship down away
above the Plimsoll mark.
The triple screw engines of the
French armored cruisers Desaix, Du-
puy and Kleber have cylinders of 34,
48 and 77 inches diameter, with 31 1/2-
inch stroke, and are calculated to de-
velop 17,000 horsepower with 255 pounds
of steam and 150 revolutions. The
Kleber has twenty Niclausse boilers
with a total grate surface of 1100
square feet and 35,500 square feet of
heating surface. The weight of en-
gines is 665 tons and of the boilers, in-
cluding water, 612 tons, making a to-
tal machinery weight of 174 pounds
per horsepower. The temperature of the
steam is 350 degrees. The engines are
fitted with Belleville boilers and the
three ships are calculated to make a
speed of 21 knots.
Surgeons in the British navy make
well-grounded complaints over the
slowness of promotion to higher rela-
tive grades in the corps. The limit of
age for appointment is 28 and his re-
lative work is that of Lieutenant with
no less than eight years' service, and
he does not reach the rank of com-
mander until after twenty years, or
at the age of, say, 48. During the
same period the Lieutenant with which
he ranked on first joining the navy
has become a post captain, close to
promotion of Rear Admiral. The sur-
geons in the United States navy have
also cause for complaint in that begin-
ning at the age limit of 30, the rank is
only that of an ensign, and there are
several instances where the rank of
commander is reached only after nearly
thirty years' service, and that of
captain in thirty-six years.
Fifteen new torpedo-boat destroyers
were added to the British navy last
year, their official trials giving the fol-
lowing results:

NAME.	Tons.	H. P.	Knots Speed.
Brazen	318	6529	29.565
Electra	319	6751	29.583
Recruit	342	6581	29.319
Thorn	342	6540	30.174
Tiger	339	6840	29.921
Vigilant	338	6507	30.147
Albatross	353	7732	31.552
Stag	318	6561	30.435
Bullfinch	318	6022	29.490
Dove	322	6012	29.363
Falcon	333	6318	30.099
Ostrich	331	6311	30.113
Petrel	340	6444	30.097
Lee	322	6538	30.110
Zephyr	236	3885	27.171

The Albatross was calculated to
make 32 knots, and the others, ex-
cepting the Zephyr, 30 knots.
The value of the Italian fleet is of-
ficially computed at \$100,000,000.

Morton to be Launched.

OAKLAND, Jan. 24.—Within a few
days there will be launched from the
United Engineering Works, just across
the estuary at the Harrison-street
bridge, a boat that may revolutionize
the manner of propelling sea-going
craft. It is the little steel boat, the
John S. Morton, named after its in-
ventor and which is to be propelled by
hydraulic force instead of steam. The
advent of the Morton is awaited with
a great deal of interest by marine en-
gineers and owners of shipping gen-
erally. If a trial on the bay proves
the principle to be correct, the War
Department will at once make a
thorough test with a view of applying
the same to the high-speed boats of
the navy.

Battleship Iowa in Need of Cleaning.

WASHINGTON, Jan. 25.—A report
from Captain Cooper, commanding the
battleship Iowa, the flagship of the
Pacific squadron, notes a great reduc-
tion in the speed of the vessel, owing
to a foul bottom. The Iowa went into
drydock last May, nearly eight months
ago, and on her recent cruise down the
Pacific Coast showed a falling off of
nearly 15 per cent in her regulation
speed. Captain Cooper urges that the
vessel should be docked for a thorough
cleaning and painting at the earliest
possible moment, and as the Iowa has
just arrived from her southern cruise
it is probable that his request will be
complied with immediately. The ex-
perience with the Iowa is regarded as
an argument for sheathed battleships.

Movements of Naval Officers.

VALLEJO, Jan. 24.—Surgeon Lip-
pett, U. S. N., who was badly wounded
in the Peking siege, will come to Mare
Island on the Solace, which is due here
about February 1.
Lieutenant Commander Holmes, U.
S. N., executive officer of the Inde-
pendence, leaves this evening for the
Asiatic station, where he has been
ordered for duty.

Scorpion Sails for Curacao.

WASHINGTON, Jan. 24.—A brief
cablegram from Commander Sargent
of the gunboat Scorpion announces
that he sailed yesterday from La
Guayra for Curacao to take on coal.

The commander makes no reference to
the existence of any trouble at La
Guayra. Hence it is inferred that the
conditions in Venezuela are quieter.

Shipping Notes.

While the steamer Helene was load-
ing sugar in the rough weather at
Panama last week a boat loaded with
fifty bags was swamped. Captain
Lane said that the weather was the
roughest of his experience. The sugar
brought here by the Helene goes to
San Francisco on the Mariposa today.
The United States Army transport
Lawton sailed for Manila, via Guam,
yesterday morning.
Further advices concerning the re-
ported sale of the steamship Warrimoo
are expected upon the arrival of that
vessel from the Colonies today.
The little island schooner Kaukau-
oil, partially dismantled at Honolulu
several weeks ago, arrived here yester-
day afternoon.
The steamer Mikahala is soon to be
put on the ways for examination by
the inspectors of hulls and boilers.
Yesterday morning the bark Albert,
Captain Griffith, sailed for San Fran-
cisco with a full load of sugar. The
tug Fearless towed her out.
The Gerard C. Tobey has shifted in-
to the stream to await a sugar cargo.
On January 25 the Solace sailed
from Manila for San Francisco, via
Guam and Honolulu. She will be due
here very shortly.

OF INTEREST TO HORSEMEN.

The Manufacturing Harness Co. calls
attention to their new advertisement
in this issue—of importance to horse-
men.
This old established company has
been appointed sole agent for Wilbur's
Horse Remedies, and are now prepared
to furnish White Rock Hoof Packing
and Wilbur's Seed Meal in quantities to
suit.
These remedies come highly recom-
mended, being unqualifiedly endorsed
by the leading horsemen on the Main-
land.

The recent introduction of a combi-
nation of gum and tobacco, put up in the
form of chewing gum, and labeled
"gumbacco," has caused indignation in
Chicago, where it is claimed school
children have acquired the tobacco
habit from the use of it.

Storms are reported raging in Eng-
land and Germany.

HONOLULU, Jan. 2, 1901.

CALIFORNIA FEED CO., LTD.

Agents, Arable Refrigerating
Paint.

Gentlemen: We take great
pleasure in stating that the Iron
Roof you painted for us with your
"ARABIC" Refrigerating Paint is
giving the very best of satisfac-
tion; we are sure it reduced the
temperature fully 15 degrees. We
consider it a good article for cool-
ing iron roofs. You can make any
use of this you like, and are at
perfect liberty to refer anybody to
us.

Yours very truly,

HUSTACE & CO., LTD.

W. H. HOOGE, Manager.

Ship Chandlery!

A COMPLETE LINE OF
Ship Supplies.

WILDER'S STEAMSHIP CO.,
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JOHN A. ROEBLING'S SONS
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Galvanized wire hoisting rope,
chute landing cables and
steam plough cables.

TUBBS CORDAGE COMPANY,
HARTMAN'S RATEN'S
Paint for iron ships.

WOOLSEY'S AND TARR
AND WOLSON'S copper
paint for wooden vessels.

BOSTON & LOCKPORT
BLOCK CO. pulley blocks.

For Rent

Large airy rooms,
Single or ensuite,

AT ORPHEUM HOTEL

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New Management.

Strictly
First
Class...

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H. J. NOLTE, Proprietor.

Fort Street, Opposite Wilder & Co.
FIRST-CLASS LUNCHEONS SERVED.
With Tea, Coffee, Soda Water, Ginger
Ale or Milk.

Open from 7 a. m. to 10 p. m.
Smokers' Requisites a Specialty.

Lands
For Sale.

LOTS IN KING STREET TRACT
from \$1,350 to \$1,500 a lot, formerly
known as G. N. Wilcox's premises.

TWENTY LOTS IN MANOA
VALLEY, formerly Montana's Tract,
\$3,000 a lot.

FOUR HUNDRED LOTS IN
KAIULANI TRACT, from \$200 to
\$250 a lot.

FIFTY LOTS IN KEKIO TRACT,
opposite Makae Island, \$600 a lot.

TWENTY LOTS IN PUUNUI
TRACT, 100x200, \$1,200 a lot.

Etc., Etc.

For further particulars apply to

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& Company
Real Estate
Brokers.

10 WEST KING ST.

New Books—New Books

GOLDEN RULE BAZAAR.

"Chloris of the Island," by H. B. M.
Watson.
"The Infidel," by M. B. Braden.
"Palaise, the Town of the Conqueror,"
by Anna Bowman Dodd.
"The Little Bible," for young people,
by Mackail.
"The Expatriates," by Lillian Bell.
"The Conspirators," by Robert W.
Chambers.
"Afield and Afloat," by F. R. Stockton.
"The Zephyr of Life," by Whibley.
"The Stick Minister's Wooing," by E.
R. Crockett.
"The Bennett Twins," by Hurd.
"The World Orient," by Howitt.
"How to Tell a Story," Mark Twain.
"Stringtown on the Pike," by John Un-
Lloyd.
"Concerning Children," by Charlotte
Perkins Gilman.
"The Gentle Art of Cooking Wives," by
Worthington.
"How to Cook Husbands," by Worth-
ington.
"The Wild Animal Play," by Ernest
Seton Thompson.
"The Problem of Asia," by Capt. A.
T. Mahan, U. S. N.
"The Cardinal's Snuffbox," by Henry
Harland.
"The Cardinal's Rose," by Van Tassel
Sutphen.
"The Crisis in China," by Beresford
Colquhoun and others.
"The Waters of Edera," by Ouida.
And many other new books received
per Zealandia.

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